the Government is supporting the Collector, then the Government must take its viewpoint. (*Interruptions*).

THE DEPUTY CHAIRMAN : Order.

आप बैठिए। (व्यवधान)

I won't permit this. ... (*Interruptions*) ... No; not in the Question Hour.

आप बैठिए। मंत्री जी को बोलने दीजिए। (व्यवधान) बोलिए।

Let the Minister answer. ... (*Interruptions*)

SHRI MADAN BHATIA : The Government does not come into the picture. ... (*Interruptions*) ...

श्रीमती कृष्णा साही : उपसभापति महोदया, एक पक्ष कस्टम विभाग का है और दूसरा पक्ष-एच० एम० टी० जब अपील में चला गया है तो उसकी भी सुनवाई होगी। एक कलक्टर हैं, तो उन्होंने कहा कि कुछ नोटिफाइड चीजें थीं, जो स्मगलिंग की थीं। दूसरे ने उसको कहा कि नहीं, नोटिफाईड नहीं थीं। उसकी 80 से लेकर 100 पन्ने की रिपोर्ट है, जो अभी नवम्बर में प्राप्त हुई है। तो बिना जानकारी के हम कैसे कहेंगे कि एच० एम० टी० के खिलाफ कार्रवाई करेंगे या नहीं करेंगे। अभी इसमें कुछ भी कहना उचित नहीं होगा। सरकार की जो प्रक्रिया है, उस प्रक्रिया के तहत काम होगा। अगर गलत पाया जाएगा तो सरकार डिपार्टमेंटल इंक्वायरी भी करा सकती है।

THE DEPUTY CHAIRMAN : Q. No. 105. Civil Aviation ... (*Interruptions*) ... Mr. Jaipal Reddy, I have said, Q. No. 105, Civil Aviation. The plane has taken off already.

SHRI S. JAIPAL REDDY : The Government is misleading. The Collector passed an order on behalf of the Government. And if the order of the Collector has been challenged by the HMT, the Government must have its own position to take ... (*Interruptions*) ...

THE DESPUTY CHAIRMAN : Mr. Jaipal Reddy, let us have another Question, 105.

Proposal for Doubling the Route Navigation Charge

*105. SHRI SHIV PRATAP MISHRA : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether Government have a proposal under their consideration to double the route navigation charge for aircraft flying over Indian sky ;

(b) if so, the details thereof ; and

(c) the revenue is likely to be earned as a result thereof ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) to (c) Proposal for enhancing Route Navigation Facility Charges (RNFC) is under discussion between National Airports Authority and User Charges Committee of the International Air Transport Association. Preliminary discussions were held on 21st September, 1993. Another round of discussions are likely to be held this month. Decision on enhancement of RNCF will be taken thereafter.

SHRI SHIV PRATAP MISHRA : Madam, through you, I would like to know from the hon. Minister of Civil Aviation and Tourism the reasons why the National Airports Authority is contemplating to have more route navigation charges. Is it possible for the National Airports Authority to revise the rates without the consent of the International Air Transporters Association ?

SHRI GHULAM NABI AZAD : Madam, as far as the second part is concerned—I will reply to the first part also—we have said that the first meeting had taken place between the National Airports Authority and the Users Charges Committee of IATA. As far as the provisions of IATA are concerned, we need to consult or there should be a consultation between the IATA and the National Airports Authority and they should come to an agreement but the document also says that if the Users' Committee and the National Airports Authority, or for that matter any other country, do not arrive at any agreement, in that particular country and in our country the National Airports Authority and the Government are free to increase the fee.

That takes care of the second part of the question. As far as the first part is concerned, the National Airports Authority has a massive development programme in the Eighth Plan. We will be spending a lot of money for the development of the airports and more so the rates have not been revised during the last three years. Apart from this, as I have said, there is a shortfall between the revenue and expenditure which has to be met. One of the most important things is that this route navigation facilities charges in our country is much low as compared to other countries.

SHRI SHIV PRATAP MISHRA: With respect, through you, Madam, I would like to know from the hon. Minister of Civil Aviation and Tourism whether, after repealing the Air Corporation Act, 1953, the private airlines will finally have a level-field to play vis-a-vis the public sector mega corporations like Indian Airlines, Air India and Vayudoot, which will not be illegal. If it is right, what are the details in this regard and, if not, what are the specific reasons? After permitting the private airlines, to what extent will this earn revenue and foreign exchange for the country?

SHRI GHULAM NABI AZAD: Madam, this is a totally different question. This is a question regarding Navigation Act. This is a totally different question.

THE DEPUTY CHAIRMAN: *Shrimati* Chandrika Jain.

जल्दी सवाल पूछिए और आप भी जल्दी जवाब दीजिएगा।

SHRIMATI CHANDRIKA ABHINANDAN JAIN: Madam, the hon. Minister has just now said that a lot of funds are utilised for the development and modernisation of the airports and for the last three years the fares and freights have not been revised. I would like to know from the hon. Minister how much fund or money is being utilised or spent for the purpose of development and modernisation of these airports.

SHRI GHULAM NABI AZAD: Well, Madam, for the information of the House, as far as the development and modernisation of the airports is concerned, the Government does not provide any budgetary support either to the National Airports Authority or, for that matter, to the International Airports Authority. That is why we, both the National Airports Authority and the International Airports Authority, have to mobilise our own resources by collecting money through landing charges and also through route navigation facilities charges from both international and national air carriers. I am happy to say here that in the last 50 years, as far as National Airports Authority and International Airports Authority are concerned, we have spent Rs. 1,300 crores for developing, strengthening and modernising the airports. As far as the Eighth Five Year Plan is concerned, we will be spending Rs. 1,500 crores for modernising and strengthening the airports, both national and international.

SHRI G. G. SWELL: Madam, the Minister said that the charges levied by us were lower than the charges levied by other countries. Will you kindly give us some idea about the charges levied by the United States of America or Britain or a few other European countries? What are the charges you are levying here in terms of dollars?

SHRI GHULAM NABI AZAD: Madam, as far as the other countries are concerned, they are charging for the weight and also for the distance. But unfortunately so far we are charging only for the weight and not for the distance, the distance the international flights fly over our country. In the new discussion which we are going to have with the IATA we will be asking for distance and weight. As for the United Kingdom . . . (*Interruptions*) . . .

THE DEPUTY CHAIRMAN: Order in the House, please.

SHRI GHULAM NABI AZAD: As far as the United Kingdom is concerned, they are charging 9,508 dollars and we are charging 375 dollars for a distance

of 3,700 kilometres. (*Interruptions*) ... I don't have the U.S. figure. I have the figure of U.K. I have the figure of France. France is charging 7,132 dollars. (*Interruptions*) ...

श्रीमती सत्या बहिन : मैडम, ये पक्का व्यवसाय कर रहे है ... (व्यवधान)

श्री अजीत जोगी : बी०जे०पी० के 12 बजे। एकदम 12 बजे आए हैं ... (व्यवधान)

श्रीमती सुषमा स्वराज : अपने नहीं तुम्हारे 12 बजा के आए है ... (व्यवधान)

106. [*The questioner* (*Shri Pasumpon Tha Kiruttinan*) *was absent. For answer Vide Col. ... infra.*]

THE DEPUTY CHAIRMAN : Question No. 107. (*Interruptions*) ... Question Hour is over.

WRITTEN ANSWER TO QUESTIONS

Restoration of Admissible portion of Pension to Govt. Servants Absorbed in Public Enterprises

@*106. SHRI PASUMPON THAKIRUTTINAN : Will the PRIME MINISTER be pleased to state :

(a) the action taken by Government on the appeal dated 30th March, 1993 submitted to him by the Welfare Association of Absorbed Central Government Employees in Public Enterprises regarding the restoration of admissible portion of pension to Government servants absorbed in public sector undertakings, in the light of the orders dated 3rd February, 1993, passed by the Supreme Court of India on Writ Petition (Civil) No. 11855/85 filed by the said association ;

(b) if no action has so far been taken on the appeal, what are the reasons therefor ; and

(c) by when a decision in the matter is likely to be taken by Government ?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI MARGARET ALVA) : (a) Government has considered in accordance with the directions of the Supreme Court of 3rd February 1993 in Writ Petition (Civil) No. 11855/85 the matter raised in the Appeal dated 30-3-1993 from the Welfare Association of Absorbed Central Government Employees in Public Enterprises. It has been decided that the benefit of restoration of commuted value of pension, whether the whole or 1/3rd portion, was not admissible to the petitioners. The General Secretary of the Welfare Association was apprised of the Government's decision by a letter dated 15th July, 1993.

(b) and (c) Do not arise.

Operation of private airlines in the country

*107. SHRI VITHALBHAI M. PATEL : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether it is a fact that private airlines are operating in the country ;

(b) if so, the number of private airlines permitted to operate in the country ;

(c) whether it is a fact that the Act under which the operation of private airlines is permitted, has been amended ; and

(d) whether it is also a fact that private airlines operators are not being provided the required facilities by the Airport Authority, and, if so, what steps Government are taking to provide the required facilities to private airlines ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) and (b) At present, 17 operators hold Air Taxi Operators' Permit.

@ Previously Starred Question No. 66, transferred from the December, 1993.